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DISPATCH NO. [REDACTED] B-0041

25X1A

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13 July 1956

25X1A

TO : [REDACTED]

FROM : [REDACTED]

SUBJECT: GENERAL - OPERATIONAL

25X1A

Specific - [REDACTED] (FAST POUCH)

a. Unit number and mission number - 1020.

b. Conclusions:

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(1) Mission was air aborted at [REDACTED] 530 due to a second flameout. Noticed after takeoff was fluctuating fuel and hydraulic which presently is believed to have been indicative of an inoperative fuel control.

(2) This first Headquarters directed mission has proven valuable in pointing out certain weaknesses and in the familiarization of personnel with this type operation. Complete operational reporting was required locally in order that testing be full.

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(a) It is my opinion that the aircraft being utilized presently is identical in performance with the vehicle being flown in December of 1955. The large number of [REDACTED] which have been experienced by Detachment "B" drivers since re-installation of the [REDACTED] has been of great concern to me. I have wondered if improper or or careless pilot technique may have been the primary cause. It is apparent at this time, however, that fuel controls being utilized are factory set by [REDACTED] at settings other than testing has proven more effective. As a result power settings on published schedule were responsible for low-pressure blowouts.

(3) Recommendations: Action has been initiated to use a power schedule to provide a greater margin over stall speed and it is believed fewer [REDACTED] will be noted. This is not considered corrective action but rather an interim measure to allow our USCM to be completed as scheduled.

Immediate action, however, on the part of [REDACTED] to provide better fuel controls is considered mandatory.

c. Adequacy of Support Items:

(1) Air-Sea Rescue: Not applicable.

(2) Pipeline or supply support was adequate.

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- (3) Base facilities are adequate.
- (4) Target and other intelligence data were not tested due to the air abort.
- (5) Internal security is considered effective.
- (6) Testing with Air Defense Command was not conducted.
- (7) Coordination with USAF/FEAF was not attempted.
- (8) No other pertinent items are reportable.

d. Comment on Success of the Mission:

- (1) The Air abort is attributable to materiel failure rather than faulty maintenance.
- (2) Communications were successful with [REDACTED] being 25X1A operative while power switch was on.
- 25X1A (3) [REDACTED] was operative but the take was negligible. [REDACTED] was not turned to operating mode during the mission.
- (4) Weather was as briefed; however, the aircraft was only 100 miles from [REDACTED] at furthest point.
- 25X1A (5) Navigation was not applicable due to local visibility.
- (6) Flight planning is considered to be adequate but was not tested.
- (7) Flight following was not tested.
- (8) Tactics were not a factor during this sortie.
- 25X1A (9) After return to [REDACTED] the driver accomplished several practice GCA's and was directed to make another climb with particular emphasis to be placed on the power schedule. For the third successive time [REDACTED] occurred, 25X1A restart was accomplished and landing at homeplate was executed. The driver sincerely desired to execute his mission and utilized all means at his command to prevent an abort. These problems will not be operational items, however, after deployment due to the [REDACTED] being 25X1A utilized in the theater.

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